

**CHAPTER 5 COMPREHENSIVE PLAN: TRANSPORTATION ELEMENT**

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**500 DECLARATION OF MAJOR POLICIES**

- 500.1 The District’s transportation network strives to meet the diverse needs of those who reside in, work in, or visit the District. It consists of a modern transit system with subway and bus service, a highway, street, and alley system, and special services for the elderly and handicapped to move people within the District and throughout the metropolitan area. The District’s transportation network also includes transcontinental rail service provided by Amtrak, and commuter rail service operating from points in Maryland, Virginia, West Virginia, and Pennsylvania provided by Amtrak, Virginia Railway Express (“VRE”), and the Maryland Association of Rail Commuters (“MARC”). This service provides rail access to the District for visitors, workers, and freight. Finally, the District’s air transportation network consists of three (3) major airports, all of which are connected to the District by highway, Metrorail, or Amtrak.
- 500.2 The basic philosophy of the Transportation Element is that by providing for the efficient movement of people and goods within the District and its metropolitan area, the District’s transportation network can play a key role in the District’s effort to maintain and enhance its function as the economic and cultural hub of the Washington Metropolitan Area. This service will be provided pursuant to all appropriate federal and local laws and regulations including the Clean Air Act Amendments of 1990 (“CAAA”), the Americans with Disabilities Act of 1990 (“ADA”), and the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”).
- 500.3 Direct land uses for transportation include streets and alleys, maintenance yards, storage yards for stations, impoundment lots, fueling stations, office facilities, and equipment dispatch stations. In order to provide efficient service to the public and minimize equipment wear and operation costs, the District accepts the obligation to locate these facilities in areas which best serve all District residents and to design facilities to preserve the natural landscape and protect views.

- 500.4 Today the District has a transportation system that meets its needs generally. There are aspects of this system, however, that must be improved and enhanced in order to comply with CAAA, ADA, and ISTEA, as well as meet the mobility needs of the elderly and of school age children between school and after school programs. The District accepts its obligation to correct and improve those parts of the existing transportation system where the service does not measure up to acceptable standards and where congestion impairs the efficiency of the system. The District will also coordinate with the appropriate federal agencies in evaluating the feasibility of providing expanded or new rail service on old (abandoned) tracks.
- 500.5 The District will work aggressively to implement the state requirements for intermodal transportation planning and coordination that are contained in the federal ISTEA legislation. The District will also seek improvements in construction material standards for roadways and sidewalks, better design quality of landscaped areas, and amenities for the safety, comfort and enjoyment of pedestrians, including shared use of the roadways by bicyclists.
- 500.6 Transportation and land use decisions made by the State of Maryland and the Commonwealth of Virginia suburbs affect traffic congestion, parking supply, and air quality in the District. Maintenance needs for streets and highways are affected by heavy suburban-commuter traffic generated by the District's role as a major center of economic activity. The District is committed to finding regionally based solutions to these problems, including a shift in commuter emphasis from the private automobile to mass transit.
- 500.7 The transportation system of the District performs another important role beyond its basic task of moving people and goods. The role relates to the growth and development of the future District. The transportation system must respond to District plans for the future as expressed in the Plan and the detailed program and project plans made in accordance with it. The Transportation Element is an essential part of that planning process.
- 500.8 The District is committed to finding affirmative answers to many difficult questions about its future transportation system. The overall goal is to develop a transportation system that works well for District residents and others who use it, and one that responds positively to projected growth and development, in addition to satisfying other requirements such as health, safety, and welfare of its users.

**501 TRANSPORTATION GOAL**

- 501.1 It is the goal of the District to provide appropriate, energy-efficient, cost-effective, and convenient public transportation services within the District and to work with neighboring jurisdictions throughout the Washington Metropolitan Area as a means of enhancing the functions and quality of life for those who live, work, and visit in the District.

**502 TRANSPORTATION: GENERAL**

## ENROLLED ORIGINAL

- 502.1 The general objectives for transportation are to support District policy to preserve and improve neighborhoods, to facilitate the commerce of the District, and to support District growth and development objectives to expand business and job opportunities.
- 502.2 The policies established in support of the general transportation objectives are as follows:
- (a) Support land use arrangements that simplify and economize transportation services, including mixed-use zones that permit the co-development of residential and nonresidential uses to promote higher density residential development at strategic locations, particularly near appropriate Metrorail stations;
  - (b) Continue the residential parking permit program in all residential areas affected by commercial and commuter parking;
  - (c) Stimulate shopping, restaurant, and other retail activities, encourage increased, adequate short-term, on- and off-street parking to meet current and expanded needs of increased retail development while reducing traffic congestion in designated locations, including the provision of increased weekend on-street parking spaces in areas such as loading zones and commercial building entrances in the Downtown retail area. (This can be done by working with the various retail business groups and affected residents in Downtown and other areas of the city to establish measures such as: merchant-financed park and shop programs; relaxed weekend parking restrictions at non-retail commercial building entrances; shared parking spaces in enclosed parking facilities for use on weekends; and new parking facilities at appropriate locations within designated retail areas, including revenue bond-financed municipal parking facilities funded by municipal parking revenues and special tax assessments on commercial properties within areas benefitting from the municipal parking.);
  - (d) Establish traffic management strategies to separate local traffic from through-traffic within residential neighborhoods, route through-traffic around identified neighborhood enclaves if possible, and complete segments of the highway and street system necessary for smooth traffic flow and the reduction of commuter traffic in residential neighborhoods;
  - (e) Require off-street loading of merchandise in commercial areas to the extent feasible, encourage existing establishments to provide off-street loading, and where off-street loading is not feasible, consider necessary restrictions on commercial loading or dedication of some public space to facilitate small package deliveries;
  - (f) Encourage the supply and management of public parking in commercial areas to afford priority to customers and others on business errands for available off-street and curb parking spaces, and discourage the use of these spaces by all-day parkers, including establishment employees;

- (g) Enhance the efficiency of the transportation system and improve mobility for people and goods by planning and developing optimum connections between the various modes operating in this metropolitan area;
- (h) Establish transportation control measures and consider congestion strategies which will reduce traffic congestion and reduce emissions from motor vehicles but which will not impose an adverse fiscal burden on the District or reduce its competitiveness within the region;
- (i) Encourage major private sector employers to set up and operate transportation demand management ("TDM") programs that promote the use of alternatives to the single-occupant private automobile for work trips within, into, and out of the District. (Alternative TDM measures might include, but not be limited to, transit fare subsidies, preferential parking for carpools and vanpools, non-subsidized employee parking, flex-time hours of duty, and bicycle lockers and related shower facilities.);
- (j) Provide reverse commute options which will provide District residents with access to the regional job market that is essentially equal to that afforded to suburban residents commuting to the District; and
- (k) Study the feasibility of expanded or new rail operations on old or abandoned tracks.

## **503 USE OF MASS TRANSIT**

- 503.1 The objectives for use of mass transit are to complete the one hundred three (103) mile adopted regional Metrorail system, promote the increased use of transit, and expand the provision of transportation services for elderly and handicapped persons within the District of Columbia.
- 503.2 The policies established in support of the use of mass transit objectives are as follows:
  - (a) Support the completion of the last thirteen and five tenths of a mile (13.5) of the one hundred three (103) mile Metrorail system as rapidly as possible;
  - (b) Spearhead a campaign to establish a regional tax to finance the expansion and rehabilitation of the Metrorail and Metrobus systems and the development of other alternatives to the single-passenger private automobile that move people and goods more efficiently throughout the District and the metropolitan area;
  - (c) Promote the increased use of mass transit in the District and the region by encouraging the following programs:
    - (1) The subsidization by merchants of transit trips for shoppers and employees;

## ENROLLED ORIGINAL

- (2) The provision of public transit incentives by developers and employers to employees, which may include shuttle buses to Metrorail stations and subsidized fare cards and flash passes;
  - (3) Establishment of educational programs to acquaint residents with the convenience of mass transit;
  - (4) Increased advertising of schedules and timetables; and
  - (5) Extension of mass transit service, including expansion of Metrorail parking facilities and extended Metrobus/Metrorail routes and hours of operation in response to increased patronage;
- (d) Revise the Metrobus routes within the District to effectively capitalize on the availability of Metrorail service and changes in residential and shopping patterns and relocate bus stops as required to promote service efficiency;
- (e) Supplement basic public transit services with shuttle and minibuses, and increase the effectiveness of mass transit service, particularly to support tourism and to provide service for transit-dependent groups, including the elderly, the handicapped, school age children, and residents of isolated areas;
- (f) Ensure that the construction of the Green Line (E and F) Metrorail Route is given priority and, pending completion of the Green Line (E and F) Metrorail Route, give priority to the transit needs of Anacostia, Congress Heights, and Columbia Heights;
- (g) Create policies to ensure that the following occurs:
  - (1) Taxicab service in the District remains a safe, convenient, and well-functioning part of the District's transportation system;
  - (2) Adequate taxicab service is provided to all parts of the District in a nondiscriminatory fashion; and
  - (3) The security and service concerns of taxicab owners, drivers, and passengers are addressed in a fair, equitable, and timely manner;
- (h) Ensure that the remaining unbuilt Metrorail segments within the District of Columbia are built as rapidly as possible with minimum adverse impacts on the residences and businesses located along the construction corridors;
- (i) Create more direct connections between the various transit modes consistent with the federal requirement to plan and implement intermodal transportation systems; and
- (j) Expand the provision of transportation services for the elderly and the handicapped to include a contract for a core service provider for ADA-eligible trips within the District.

**504 PRIVATE PASSENGER AUTOMOBILES**

504.1 The private passenger automobile objective is to reduce regional dependence on the private passenger automobile in order to improve air quality and reduce congestion.

504.2 The policies established in support of the private passenger automobile objective are as follows:

- (a) Support the District and regionally-approved state implementation programs for air quality improvement and ensure the management of proposed restrictions on automobile activity;
- (b) Provide for improved traffic flow through transportation system management initiatives; improve ride-sharing programs, including the use of car pooling and van pooling arrangements; maintain priorities for high-occupancy vehicles on key routes; and provide computerized signal systems capable of responding to management directions;
- (c) Promote the use of alternatives to the private passenger automobile, including bicycling and walking, and provide additional pedestrian paths and bicycle routes and facilities;
- (d) Implement a technologically enhanced vehicle inspection and maintenance program and emphasize and ensure regional compliance with automobile emission requirements;
- (e) Improve taxi service in all areas of the District to provide links to Metrobus and Metrorail, bus, train, and air terminals and explore the use of innovative transit services on key routes, not only in rush-hour periods but also to serve the nonwork trip; and
- (f) Support the establishment or expansion of employer-sponsored transit ridership programs such as the federal Metro Pool program where, pursuant to federal legislation, public and private employers may subsidize employee travel by mass transit each month.

**505 STREETS AND ALLEYS**

505.1 The streets and alleys objective is to provide a system of streets and alleys to ensure access to all sections of the District.

505.2 The policies established in support of the streets and alleys objective are as follows:

- (a) Consider establishing streetscape standards and a program for the design, construction, and maintenance of streets and alleys in the District;

- (b) Require appropriate and adequate traffic circulation systems that include and emphasize mass transportation options (including, but not limited to, buses, vans, or carpools) in new residential developments and consider including pedestrian walkways and bicycle paths in new residential developments;
- (c) Require appropriate and adequate internal traffic circulation systems in new commercial developments including off-street loading platforms and parking in accordance with established standards;
- (d) Establish and enforce standards for lighting, curb cuts, ramps for the handicapped, and other amenities; promote private-sector involvement in the development of sidewalks and pedestrian paths to complete the District's pedestrian system; and enhance pedestrian access to public transportation in the city, including consideration of incentives for private-sector sidewalk and pedestrian pathway improvements;
- (e) Require major developments to demonstrate that adequate parking will exist for occupants and other users, in accordance with the Large Tract Review Procedures of the Office of Planning, effective December 12, 1986 (10 DCMR §2300 *et seq.*; 33 DCR 7701-7709), and with the Zoning Regulations at 11 DCMR §100 *et seq.*;
- (f) Require a systematic program for the maintenance and repair of streets, alleys, bridges, sidewalks, and related facilities, including improvements in interagency coordination of the scheduling of street repairs or maintenance, water main or sewer work beneath the streets, and temporary street lane closures due to adjacent construction to reduce disruptions in traffic and pedestrian flow, particularly in the Central Employment Area;
- (g) Determine the feasibility of constructing dedicated but unbuilt streets or abandoning the dedicated but unbuilt streets as public vehicular rights-of-way and converting the dedicated but unbuilt streets to parks; and
- (h) Consult with any affected Advisory Neighborhood Commission before issuing a permit to construct a road or street.

## **506 AIR TRANSPORTATION**

- 506.1 The objectives for air transportation are to achieve cooperation throughout the region for safe and environmentally-sound air facilities and to ensure ease of access to all airports through intermodal planning and connections.
- 506.2 The policies established in support of the transportation objectives are as follows:
- (a) Encourage the Metropolitan Washington Airports Authority to continue to work with public and private sector organizations to develop plans for high-speed surface access and ground service improvements to Washington Dulles Airport to increase the

attractiveness of Washington Dulles Airport for future increases in air service that will not be accommodated at Washington National Airport;

- (b) Encourage the Metropolitan Washington Airports Authority and the Federal Aviation Administration to prevent the introduction of wide-body jets at Washington National Airport due to concerns about safety;
- (c) Encourage the Metropolitan Washington Airports Authority to do the following:
  - (1) Maintain or reduce the number of hourly commercial aircraft operations (“landing slots”) at Washington National Airport;
  - (2) Reconsider “scattered flight” take off and landing patterns for this airport;
  - (3) Impose stricter day-time and night-time restrictions on decibel levels to eliminate adverse noise impacts upon residents attributable to commercial aircraft operations at this airport; and
  - (4) Prohibit the operation of commercial aircraft at Washington National Airport between the hours of 10:00 p.m. and 7:00 a.m.;
- (d) Promote compatible land use and interior noise level reductions in areas of high aircraft noise;
- (e) Work with the Federal Aviation Administration and the Washington Metropolitan Council of Governments to assess the feasibility and availability of funding for development of a publicly-owned general-purpose heliport/vertiport facility at a site within the District of Columbia, where a facility would not adversely impact residential neighborhoods as set forth in the Helicopter Landing Pad Public Nuisance Act of 1987, effective October 9, 1987 (D.C. Law 7-40; D.C. Code §7-1439);
- (f) Work with other local governments in the Washington metropolitan region to develop intermodal transportation services which ensure more efficient and convenient connections between the District and Washington metropolitan area airports; and
- (g) Encourage the development of an air passenger luggage courier service that will pick up luggage from a downtown drop-off point and directly deliver it to the baggage check-in counter for air travelers (thereby encouraging more travelers to use public transit and not automobiles to get to airports because they would not have bulky luggage or packages to carry, and also providing a possible source of supplemental revenue for existing airport limousine service providers if the luggage courier service were connected with their operations).



- 507.1 The waterfront transportation objectives are to support use of the rivers for transportation and recreation purposes and to ensure that waterways and water travel are fully integrated into the intermodal transportation plan that is being developed for the District and the Washington Metropolitan Area.
- 507.2 The policies established in support of the waterfront transportation objectives are as follows:
- (a) Encourage better docking and mooring facilities in waterfront areas, including launching ramps for boats to encourage and promote increased use of waterfront area for transportation and recreation purposes;
  - (b) Promote the construction of a continuous pathway along both the Potomac and Anacostia Rivers to provide walking, bicycling, and scenic vistas, and use many areas of parkland which are currently underused for recreational purposes;
  - (c) Promote cooperation with the National Park Service, which controls the majority of the waterfront property; and
  - (d) Encourage the Federal Maritime Administration and the Interior Department to work with the District to examine the feasibility of establishing a commuter waterway service from the southern Potomac River region to passenger ports at the Washington Channel, Southeast Federal Center, Navy Yard, Bolling Air Field, Poplar Point (at the regional entrance to the Anacostia Metrorail Station), and the Georgetown waterfront. (The development of waterway travel to these, as well as other major employment, activity, and intermodal transfer centers should reduce traffic congestion along the highway network serving Southwest and Southeast Washington and Georgetown.).

## **508 INTERMODAL TRANSPORTATION FACILITIES**

- 508.1 The intermodal transportation facilities objective is to provide improved passenger and freight transfer services between the various transportation modes servicing the District and the Washington Metropolitan Area in order to enhance the District's function as the region's economic hub and the District's competitiveness in an increasingly globalized economy.
- 508.2 The policies established in support of the intermodal transportation facilities objective are as follows:
- (a) Work with the other local governments in the region and the Metropolitan Washington Council of Governments to develop a regional intermodal transportation plan and coordinate the development of the District's Intermodal Transportation Plan and include as one of the priorities the development of New York Avenue as an integral project highlighted in the Strategic Transportation Plan;

- (b) Coordinate the development and location of new intermodal transportation facilities with District economic development plan priorities and needs;
- (c) Develop new and improve existing pedestrian/bicycle transportation facilities providing access to intermodal transfer hubs; and
- (d) Encourage the development of appropriate parking facilities at major intermodal transfer points.

**509 PUBLIC ACTION**

509.1 The objectives for public action are to provide and maintain an efficient and effective transportation system that will do the following:

- (a) Maximize accessibility and the movement of people and goods;
- (b) Enhance growth and economic development;
- (c) Support the development of housing; and
- (d) Provide safe and convenient pedestrian and bicycle circulation within neighborhoods.

509.2 The policies established in support of the public action objectives are as follows:

- (a) Provide sufficient funding sources to establish, maintain, and repair the District's system of streets and alleys, including its street lights and control system, bridges, and trees;
- (b) Continue to install traffic system management techniques throughout the District to improve taxi service and automobile inspection procedures, and to support the District government's programs for neighborhood stabilization and commercial growth and development;
- (c) Provide reliable sources of funding for constructing and operating Metrorail and Metrobus systems and promote a regional tax to finance Metrorail activities;
- (d) Ensure that there is an adequate supply of parking in retail areas by conducting inventories of on- and off-street parking spaces and investigating procedures and incentives required to ensure this supply; continue to enforce and expand the residential permit parking program; encourage the provision of adequate bicycle parking space

Downtown; and develop revenue bond-financed municipal parking facilities funded by municipal parking revenues and special tax assessments on commercial properties within areas benefitting from the municipal parking;

- (e) Establish, expand, or continue assistance for transit-dependent groups in the District, including the elderly, students, school age children, and persons whose situation require special services, including isolated persons and children in homeless shelters;
- (f) Develop and publish criteria for a Transportation Management Plan to be required for each new construction project that is subject to the Large Tract Review Procedures of the Office of Planning, effective December 12, 1986 (10 DCMR §2300 *et seq.* (1981));
- (g) Improve the District's system of traffic control signals to increase traffic efficiency and safety, particularly on major arteries, through such measures as expeditiously implementing a computerized traffic control system across the District, substantially increasing the installation of traffic control mast arms, and synchronizing traffic control lights;
- (h) Establish a bicycle route system in conformity with the Bicycle Transportation Plan for the District of Columbia, approved June 9, 1987, with subsequent additions or modifications by the District of Columbia Bicycle Advisory Council, and with special efforts towards establishing bicycle rights-of-way within the Central Employment Area;
- (i) Operate public transportation service at convenient frequencies and at the lowest fares possible to maximize use of public transit and to minimize travel by personal automobile; and
- (j) Support completion of a feasibility study and other measures necessary to construct the Metropolitan Branch Trail for bicyclists and pedestrians adjacent to the Metrorail Red Line between Union Station and the Maryland border on the northeast side of the District.

## **599 DEFINITIONS**

- 599.1 The provisions of §199 of chapter 1 of this title and the definitions set forth in that section shall be incorporated by reference in this section.